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17 February. Between 9 a.m. and 2:30 p.m., taking off and landing was practiced by two planes which took off at short intervals and circled once over the field.

20 February. Between 1 and 5:30 p.m., there was the same air activity as on 17 February.

25 February. Between 10 a.m. and 5 p.m., there was air activity by 6 Li-2s which took off in elements of two and assembled in formation.

26 February. Between 10 a.m. and 5 p.m., four Li-2s practiced the same air activity as on 25 February.

27 February. Between 4 and 6 p.m. local flights were made by 2 biplanes, which circled twice over the field.

2 March. Between 9:30 a.m. and 2:45 p.m., eight Li-2s were observed aloft. Two Li-2s practiced flying i the afternoon.

3 March. Between 3:30 and 8 p.m., flring was practiced by six Li-2s.

There were clouds and visibility was good.

5 March. There was air activity by 2 li-2s between 9 a.m. and 2:30 p.m., by 2 biplanes between 10 a.m. and 1 p.//., and by 2 Li-2s between 7 and 10 p.m.

7 March. Between 9 a.m. and 2 p.m., ir activity was observed. The weather was cloudy and it drizzled o asionally.

8 March. Between 4 and 6 p.m., 1 11 plane and 2 Li-2s were aloft.

10 and 14 March. Mostly in the morning, there was air activity by 14 Li-2s.

15 March. Between 8:15 a.m. and 2: 1: p.m., two Li-2s circled over the field.

On all the days of air activity in livre, take-offs and landings were made by individual planes which, after the take-off, circled over the field several times before landing. It ring the air activity on 10 and 14 March, two radio trucks were parted at the runway in the southern section of the field. The biplanes circled over the field only flying left banks. They landed immediately efter the circles.

6. Source observed during several weeks that the aircraft of the Soviet civilian Airlines Aeroflot, which fl; the Moscow-Berlin line, took off and landed at the field on the illlowing days:

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anding	Polish	3 p.m.	8:45 a.m.	3:00 p.m.	. 8:45 a.m.	. 8:45 a.	m. 8:45 a.m
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7.	Polish	determined Civil Airl	that the ines LOT i	following fl			
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	ECT SELV	- Berlin -	- Schoenefe	ld - Taris i	light route	}	
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Take-Off	48b	12:30 pa	M	12:15 p.m.	· cm	12:25 p.	M e em
Landing	425	11:15 a.	m _a -	11:35 a.n.	-	11:15 a.	M
	Faris	Berlin -	Schoenefel	<u>d - Warsew f</u>	light route		
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
fake-Off	•	COA	2:40 p.m.	***	2:15 p.m.	49	2:40 p.m.
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	On one:	day shortl	v after 15	February, t	he resident	s of Bohn	sdorf

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SECRET, 25X1A measure was necessary because war-time ammunition was to be shipped 25X1X to the field. A total of 17 Soviet frucks were observed moving slouly to the field at large intervals, The following observations were made at the field between 21 February and 5 March: 21 and 23 February. Three biplanes and 28 twin-engine planes were counted at the field. Every day, only routine flights were made and no local flights were observed. 2 March. Between 12:30 and 1:30 p.m., 12 individual take-offs were made by Li-2s; individual planes circled over the field, while others left the airfield zone. 5 March, Between 10:30 a.m. and 12:30 p.m., there was intensive air activity by Li-2s whose noses bore a tactical marking similar to an escutcheon. 25X1C 12, 1. Field Comment. Same source previously reported similar shipments. 25X1A Comment. According to the same source, shipments were dispatched to the unloading ramp at the Schcenefeld railroad stopping place under the same conditions on 6 and 7 February 1953. Comment. In addition to the military transport unit. Schoenefeld 25X1A airfield has been occupied by a transport regiment since early February 1953. This regiment which was previously stationed in Brandis is believed to be equipped with about 30 Li-2s. 25X1A Comment. Schoenefeld airfield is the Berlin terminal of the foreign airlines mentioned. 25X1A

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